13. Nagar Coil
14. Ponneri
15. Solayaram
16. Panchayat Minjur
17. Karanoda
18. Jannappan Thatnam
19. Kilakara
20. Mailaduthrai
21. Koothanaloor
22. Chengal Uthirampur
23. Chidambaram
24. Nayveli-I
25. Vridhachalam
26. Nayveli-II
27. Vadalur
28. Kuringipidi
29. Kattumannarkoil

Cooking Gas Agencies in Tamil Nadu

139. SHRI R.T. GOPALAN: Will the Minister of PETROLEUM AND CHEMICALS be pleased to state:

(a) what is the number of cooking gas consumers and also the number of cooking gas agencies in Tamil Nadu at present, citywise and townwise;

(b) what is the number of persons who are on the waiting list, citywise and townwise; and

(c) what is the number of LPG agencies proposed to be sanctioned this year alongwith their location?

THE MINISTER OF PETROLEUM AND CHEMICALS AND PARLIAMENTARY AFFAIRS (SHRI SATYA PRAKASH MALAVIYA): (a) and (b) The effort involved in collecting this information is not commensurate with the objective sought to be achieved.

(c) In view of the product shortage, large number of existing distributors operating below viables levels and the various steps prior to the sanctioning of new LPG distributorships it is not possible to indicate the locations and number of new distributors proposed to be sanctioned in this year.

Opening of Petrol Pumps and cooking Gas Agencies in the Backward Areas of Tamil Nadu

140. SHRI R. T. GOPALAN: Will the Minister of PETROLEUM AND CHEMICALS be pleased to state:

(a) what is the target of Government for the opening of petrol pumps and cooking gas agencies in the backward areas of Tamil Nadu; and

(b) how many of such agencies have been sanctioned so far and have started functioning during the years 1989-90 and 1990-91 and the location of each?

THE MINISTER OF PETROLEUM AND CHEMICALS AND PARLIAMENTARY AFFAIRS (SHRI SATYA PRAKASH MALAVIYA): (a) No target has been fixed for opening Retail Outlets (Diesel Petrol) and LPG distributorships in the backward areas of the Tamil Nadu.

(b) The information is being collected and will be laid on the Table of the House.

Air crash at Ahmedabad

141. SHRI KAPIL VERMA:
SHRIMATI VEENA VERMA:
SHRIMATI KAILASHPATI:

Will the Minister of CIVIL AVIATION be pleased to refer to the answer to Starred Question 143 given in the Rajya Sabha on the 20th August, 1990 and state what follow-up action has been taken on the report of the Enquiry Committee that inquired into the crash of aircraft at Ahmedabad?

THE MINISTER OF STATE OF THE MINISTRY OF CIVIL AVIATION (SHRI HARMOHAN DHAWAN): A statement giving the present status of implementations of the recommendations of the Court of Inquiry is attached.

Statement

Sl. No.	Recommendations	Action taken
1	2	3
1.	The approach lights at Ahmedabad should be immediately made serviceable.	The approach lights at Ahmedabad have been made serviceable.
2.	The Instrument Landing System should be commissioned at Ahmedabad Airport forthwith.	The Instrument Landing System at Ahmedabad has been commissioned.
3.	The flight calibration of all the navigational aids should be undertaken periodically and this unit should be with DGCA.	Considering administrattve difficulties, it was decided that the flight calibration unit may stay with the National Airports Authortty but the DGCA would supervise the proper functioning of the unit.
4.	All the aircraft should be equiped with Digital Flight Data Recorder so that it could be of great help in accident/incident enquiries.	While the recommendation has been accepted for B-737 and larger Jet aircraft tt is felt that implementation of the recommendation in the case of smaller aircraft like Dornier, etc. would involve large modifications and expenditure'
5.	In order to ensure a clear reception on Cockpit Voice Recorder, it is advisable that the crew should use head sets to eliminate the engine and air noise.	Instructions have been issued to the crew to use head sets.
6.	Pairing of Pilot-in-Command and Co-pilot should be done, keeping the safety of the aircraft in mind, so that a new junior Co-Pilot for some time to gain experience only flies at least wtth a Check-Pilot/Instructor/Examiner.	Indian Airlines keeps the recommendation in mind while rostering Pilots and Co-Pilots, However because of difficulties of rostering it is not possible to follow this recommendation in al cases.
7.	More emphasis should be laid on crew coordination to improve the utilisation of resources availabfe within the cockpit to improve upon the process of decision making under stress condttions.	Indian Airlines is periodically issuing instructions on this subject.
8.	Flight duty limitation should apply to all pilots, i.e. line pilots as well as executive pilots so as to avoid human fatigue.	The DGCA has already stipulated the flight and duty limitation for the Indian Airlines and Vayudoot line and executive Pilots. The FDTL for Air India Pilots is under process.
9.	For better crew co-ordinatton, the Pilot-in-Command and Co-pilot should be called together for simulator training.	At present, in India there is no system of training different pilots as pairs. Different pilots/co-pilots work together according to the needs of rostering. Proper coordination between pilots and co-pilots however is emphasised.
10.	One pilot should only be allowed to operate one type of a aircraft be as Examiner on an executive pilot, as it is bound to affect his efficiency on another aircraft.	The recommendation has been accepted in the case of A-320 aircraft. This will be implemented in a phased manner in the case of other aircraft, due to shortage of an adequate number of pilots.

1	2	3
11.	The reporting time of the pilot for departure should be advanced so that he may get proper and detailed briefing.	Because of flight and duty time limitations, it has not been possible to advance the reporting time. However efforts are being made to improve the quality of briefing.
12.	The meteorological assistance should be made more effective and efficient at Ahmedabad by providing a proper place for the Met. Observer to observe the visibility all around the air-field.	The Met observer has been positioned in Control Tower.
13.	Scopograph should be installed at Ahmedabad Airport for RVR reading. As and when the weather conditions are poor then it should be made mandatory for the ATC to give RVR reading to the pilot.	Action is underway.
14.	An independent agency for going into accident investigation should be provided and it should be made autonomous so that it can work without the intervention from any agency whatsoever.	Considering the circumstances in India, it is felt that the present system of investigation into accidents is adequate. it is not necessary to have an independent agency for accident investigation.
15.	The DCCA set up should be totally overhauled with adequate professional civil-aviation men to function effectively like Federal via'ion Agency of USA without any inlerfence from any agency'	The DGCA infrastructure is being improved. The professional advice of the DGCA is respected and there is no undue interference in the functioning of DGCA'
16.	The National Airports Authority should undertake all constructions and repairs of their own. They should not depend on their sub-agency like CPWD.	The N.A.A. has set up an independent Engineering Cell.
17.	The fire fighting faclities as Ahmedabad Airport should also be completely overhauled and Rapid Intervention Vehicle must be provided. It should be a mandatory duty of the Aerodrome Officer to check the fire fighting services periodically so as to meet any emergency.	The Aerodrome Officer is checking the fire fighting services periodically. Due to paucity of funds, it has not been possible to provided a Rapid Intervention Vehicle at Ahmedabad. As per ICAO guidelines a RIV is not mandatory for Ahmedabad.
18.	The pre-flight briefing to the pilot should be made more effective and the flight Operations Officers i.e. Flight despatchers, should be licenced and they should be asked to undergo refresher courses from time to time.	There is no system of licensing Flight Despatch Officers in India. The Flight Despatchers are sent for refresher courses from time to time.
19.	At busy airports like Bombay and other airports where a number of flights originate over a small interval of time, there should be two or more flight despatchers to cater for the flights.	Adequate number of flight despatchers have been provided at airports keeping in view the need.
20.	The NOTAM should be properly classified and properly indexed and in a particular format so that the pilot may immediately pick up the destination scheduled be on his flight.	The NOTAM are being classified and indexed properly.
21.	All the ATC Officers should also be licenced and they must be asked to undergo refresher courses from time to time.	The licensing of ATC officers is under consideration.

1	2	3
22.	All the aerodromes as far as possible should either be double fenced or a permanent boundary wall should be constructed in a phased programme so that menance by the cattle may be avoided.	Ahmedabad airport has a permanent boundary wall. Due to the paucity of funds it has not been possible to take up the programme of boundary wall constructions/double fencing at all airports.
23.	The monitoring of CVR and FDR should be undertaken from time to time both by the Indian Airlines as well as by the DGCA for efficient functioning of both these instruments.	This is being done.
24.	The pilots should be directed to debrief the appropr ate authorities in wrtting as and when any deviation or malfunction of any landing aids comes to their notice as well as if they find any construction or false lights in the funnel.	Instructions have been issued in this regard'
25.	The flight inspection directrate of the DGCA should have competent pilots with sufficiently high exnerience to independently examine the pilots.	This is being acted upon.
26.	The Radio and Navigational Aids should be replaced by modern equipment in a phased programme with in two years on jet operated airfields.	Due to the paucity of funds, it has not been possible to implement thts recommendation. Efforts are being made to upgrade the level of facilities subject to the availability of funds.
27.	The ATC and Meteorologists should be given cockpit and enroute familiarlsation at least once in a year.	This is being done.

Curtailment of air services due to Gulf War

142. SHRI KAPIL VERMA:
SHRIMATI VEENA VERMA:
SHRI PRAMOD MAHAJAN:
SHRIMATI KAILASHPATI:
SHRI M. A. BABY:
SHRI GHUFRAN AZAM:

Will the Minister of CIVIL AVIATION be pleased to state:

(a) what is the number of Indian Airlines and Air India flights which has been curtailed because of the fuel crisis due to Gulf War;

(b) what is the quantity of petrol saved thereby till date along with its value in terms of money;

(c) what is the total loss of revenue to the Indian Airlines and the Air India so far on this account; and

(d) whether there is any plan to curtail the flights further; if so, what are the details in this regard?

THE MINISTER OF STATE OF THE MINISTRY OF CIVIL AVIATION (SHRI HARMOHAN DHAWAN): (a) Air India has cancelled 190 flights to the Gulf in the period from 16th January, 1991 to 21st February, 1991. Indian Airlines had curtailed on an average 46 flights a day with effect from 22.1.91. However, most of the flights have been resumed now by Indian Airlines.

(b) Air India has effected a saving of approx. 260 Kilo Litres of ATF per-day valued at approx. Rs. 17.56 lacs per day. Indian Airlines has in the period from 22.1.91 to 16.2.91 effected a total saving of approx. 8330 Kilo Litres of ATF valued at approx. Rs. 7.88 crores.